

No. 13,832.

七八八年七百九十一號

HONGKONG, THURSDAY, AUGUST 8, 1907.

廿三

PRICE, \$8.00 Per Month.

Intimations.

THORNE'S  
OLD VAT



This VAT was started by the late Robert THORNE of Greenock and has been sold on No. 4 since 1851.

SCOTCH WHISKY.

PEE DOZEN ..... \$14.

SOLE AGENTS IN HONGKONG, CHINA AND  
MANILA.

A. S. WATSON & Co., Ltd.

Hongkong, May 1, 1907.

TAI KWONG CO.,  
109, Des Voeux Road Central.

GASOLINE LAMPS  
AND  
WELSBACH MANTLES.

Hongkong, June 14, 1907.

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS.

A MEETING OF MEMBERS interested  
in Subscription Griffins for the Next  
RACE MEETING will be held at the  
Office of the Jockey Club (Hongkong Club  
annex), on SATURDAY, 10th instant, at  
Noon.

Hongkong, August 7, 1907.

INTERNATIONAL SLEEPING  
CAR & EXPRESS TRAINS  
COMPANY.

(THE GREAT TRANS-SIBERIAN  
ROUTE TO EUROPE).

HAVING been appointed AGENTS for  
the above Company, we shall be  
pleased to give any information as to rates  
of passage, etc., in connection with above.

SHewan, Tomes & Co.,  
Agents.

Hongkong, August 7, 1907.

NOTICE.

GREEN ISLAND CEMENT COMPANY, LIMITED.

SHAREHOLDERS are reminded that  
INTEREST at the rate of 12% per  
annum, is payable on overdue calls.

SHewan, Tomes & Co.,  
General Managers.

Hongkong, August 1, 1907.

NOTICE.

BILLS for all Monies Due by me should  
be presented to me on or before the  
11th SEPTEMBER, 1907. All outstand-  
ing accounts due to me, if not settled on or  
before the 12th SEPTEMBER, 1907, will  
be passed into the hands of my Solicitors.

J. W. OSBORNE.

Hongkong, July 15, 1907.

1154

NOTICE TO MARINERS.

No. 304 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

ENTRANCE TO THE WHANGPU  
RIVER.

ESTABLISHMENT OF WOOSUNG SPIT GAS-  
LIGHTED BUOY.

NOTICE IS HEREBY GIVEN that the  
Woosung Spit unlighted buoy will be  
discontinued on or about the 16th August,  
and that a Gas-lighted Buoy, surmounted  
by a conical superstructure, painted in Red  
and Black vertical stripes and showing an  
Occulting Red Light every 8 seconds, thus:  
4 seconds light  
4 seconds eclipse

will be moored I cable & 27' E. from the  
present position of the unlighted buoy.

The Gas-buoy will mark the spit as well  
as the end of the jetty under course of con-  
struction by the Whangpu Conservancy.  
The Light-boat now marking the jetty (see  
Harbour Notice No. 12 of 1907) will  
be discontinued.

T. J. ELDRIDGE.

Acting Coast-Inspector.

Coast Inspector's Office.

Shanghai, July 27, 1907.

1264

KUNG YIK GODOWNS, 公

NOTICE IS HEREBY GIVEN that the  
Godowns, Nos. 171 to 178, SHIAK  
Tsoi Tsoi, Pei Yen West, (M. Lot Nos.  
204 to 205), formerly known as Po On  
Godowns—the lease for which having  
expired—have been taken possession of by  
the Landlords, and business will be here-  
after continued under the name of the

KUNG YIK GODOWNS.

The owners are prepared to accept goods on storage at  
very moderate rates, and avail of  
opportunity to give notice that terms at  
most favourable rates of interest may be  
obtained from the Undernamed against  
goods stored in the Kung Yik Godowns.

The Kung Yik Godowns, Agents

SAM WANG LAND INVESTMENT CO.,  
AND AGENCY COMPANY, LTD.

TELEPHONE: No. 321.

ADDRESS: 51, Queen's Road Central.

Ü YUK OHI,

Managing Director.

Hongkong, July 2, 1907.

1108

Business Notices.

W. S. BAILEY & CO.  
ENGINEERS & SHIPBUILDERS.

WORKS:  
KOWLOON BAY.

OFFICES & STORES:  
No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO  
AND WEST RIVER STEAMERS.  
JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,333 tons, Captain H. D. Jones.  
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.  
s.s. FAIFSHAN, 2,200 tons, Captain C. Lloyd.  
s.s. KINSHAN, 1,900 tons, Captain B. Branch.  
s.s. HEUNGSHAN, 1,908 tons, Captain R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 a.m. (Sunday Excepted), 10 p.m.

(Saturday Excepted).

Departures from CANTON to HONGKONG daily at 8 a.m. and 5 p.m. (Sunday excepted).

The S.S. POWAN will leave HONGKONG every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from CANTON every Tuesday, Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain E. H. Granger.  
s.s. SUI-TAI, 1,651 tons, Captain C. F. Morrison.

Departures from HONGKONG to MACAO on week days at 9 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays, Special Cheap Excursions, leaving HONGKONG at 9 a.m. from Douglas Wharf and from MACAO at 5 p.m. The Company also runs a steamer from MACAO on Sunday morning at 7.30 a.m. and from HONGKONG at 1 p.m. from the Company's Wharf.

Departures from MACAO to HONGKONG on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 212 tons, Captain T. Hamlin.  
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 7.30 a.m. Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAJAM, 588 tons, Captain J. Wilcox.  
s.s. NANNING, 589 tons, Captain A. McKinnon.

One of the above Steamers leaves CANTON for Wuchow every Monday, Wednesday and Friday at about 9 a.m. and the other leaves Wuchow for CANTON on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWINE.

Agents, CHINA NAVIGATION CO., LTD.

1240

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, etc.

Established 1841.

ORIGINALATORS of the European Tourist and Excursion system.

Tickets issued to all parts of the World.  
Baggage and Goods of every description collected, shipped, and forwarded at lowest rates.

Foreign money exchanged. Letters of Credit and Circular Notes issued.

Full information on application.

1241  
12, WATER STREET,  
Yokohama.

Hongkong, August 6, 1907.

(Under Royal Patronage).

MEE CHEUNG, ART PHOTOGRAPHER.

AMATEUR DEPARTMENT:

ICE HOUSE STREET AND HONGKONG HOTEL CORRIDOR.

JUST ARRIVED, NEW KODAKS.

No. 4a for 4x6' Films. Also different sizes of Films for other Cameras.

Hongkong, April 2, 1907.

1242

THE HONGKONG ROPE MANUFAC-  
TURING CO., LTD.

A N INTERIM DIVIDEND of 80 Cents per Share for the six months ending 30th June, 1907, will be payable on the 17th August, on which date Dividend Warrants may be obtained on application at the Company's Offices.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 17th August, both days inclusive.

SHewan, Tomes & Co.,  
General Managers.

Hongkong, July 26, 1907.

1243

KUNG YIK GODOWNS, 公

NOTICE IS HEREBY GIVEN that the  
Godowns, Nos. 171 to 178, SHIAK  
Tsoi Tsoi, Pei Yen West, (M. Lot Nos.  
204 to 205), formerly known as Po On  
Godowns—the lease for which having  
expired—have been taken possession of by  
the Landlords, and business will be here-  
after continued under the name of the

KUNG YIK GODOWNS.

The owners are prepared to accept goods on storage at  
very moderate rates, and avail of  
opportunity to give notice that terms at  
most favourable rates of interest may be  
obtained from the Undernamed against  
goods stored in the Kung Yik Godowns.

The Kung Yik Godowns, Agents

SAM WANG LAND INVESTMENT CO.,  
AND AGENCY COMPANY, LTD.

TELEPHONE: No. 321.

ADDRESS: 51, Queen's Road Central.

Ü YUK OHI,

Managing Director.

Hongkong, July 2, 1907.

1109

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH  
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN  
FOR WORK FINISHED COMPLETELY.

OR SUPPLIED IN  
Bags, of 1 cwt. each.

OFFICE: 6, DES VOEUX ROAD

HONGKONG, CHINA

1244

1245

1246

1247

1248

1249

1250

1251

1252

1253

## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
HOTEL MANSIONS.  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.  
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

**M. MUMEYA,**  
JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
VERY FINE PANORAMIC VIEWS OF HONGKONG.  
84, QUEEN'S ROAD CENTRAL.

**TYPEWRITERS! TYPEWRITERS!!**  
Typewriters repaired, cleaned,  
overhauled, and broken parts  
duplicated under expert  
supervision.

Old Machines Renovated. Terms Very Moderate.  
SATISFACTION GUARANTEED.  
**BICYCLES**  
FOR SALE, REPAIR, EXCHANGE AND HIRE.  
THE DRAGON CYCLE CO.,  
11, D'Aguilar Street.

Hongkong, February 16, 1907. 2125

**Holloway's**  
**PILLS & OINTMENT**  
Should be in every Home.  
  
**The Pills** & **The Ointment**  
CURE INDIGESTION,  
BILIOUSNESS, HEADACHE,  
CONSTIPATION,  
FLATULENCE, DIZZINESS, &c.  
CURES SPRAINS, WOUNDS,  
SORES, SKIN ERUPTIONS  
AND COMPLAINTS OF  
THE CHEST AND THROAT.  
  
**RECOMMENDED AND  
USED BY ALL GOOD NURSES.**  
  
Manufactured only at 78, New Oxford Street (late 533, Oxford Street, London).

**THERE IS NO DOUBT**  
THAT

Where Eno's 'Fruit Salt' has been taken in the earliest stages  
of a disease it has in innumerable instances prevented a serious  
illness. The effect of

**ENO'S 'FRUIT SALT'**

On any disordered, sleepless, or feverish condition it is  
miraculous and unsurpassed. In fact it

IS  
**NATURE'S OWN REMEDY**

CAUTION—Examine the Labels and see that it is ENO'S 'FRUIT SALT',  
otherwise you have the sincerest form of flattery—IMITATION.  
Manufactured only by J. C. ENO LTD., FRUIT SALT WORKS, LONDON, S.E.  
Eng. No. 1, J. C. ENO'S Patent.

told by Chemists and Stores everywhere.

**DINNEFORD'S**

The Physician's  
Cure for Gout,  
Rheumatic Gout  
and Gravel.

Safe and  
most  
Effective Agent  
for  
Regular Use.

**DINNEFORD'S MAGNESIA**

The Universal Remedy for Avidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Sour Eructations, Bilious Affections.

**MAGNESIA**

Best for Cleaning and Polishing  
Cutlery.

**KNIFE BOARDS**

Prevents Friction in Cleaning  
& Injury to the Knives.

**JOHN OAKLEY & SONS**

BLACK & LEAD MILLS, LONDON.

JOHN OAKLEY & SONS Limited, "WELLINGTON MILLS, LONDON."

## Intimations.

**mitsu bishi goshi kwaisha**  
mitsu bishi co.

**COAL DEPARTMENT**  
MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI'  
Which applies to all Branch Offices.  
A1, A BC 5th Edition, Western Union  
Codes used.

All Letters Addressed to:  
MANAGER, MITSU BISHI CO.,  
with name of place under.

BRANCH OFFICES:  
NAGASAKI, MOJI, KOBE, KARATSU,  
SHANGHAI, HONGKONG and HANKOW.

AGENCIES:  
YOKOHAMA: M. ARADA, Esq.  
CHINKIANG: Messrs GEARING & CO  
MANILA: Messrs MACDONALD & CO.

SOLE PROPRIETORS of Takashima,  
Ochi, Shunnew, Nanazawa and Kani-  
Yama Collieries and also Hojo Colliery,  
which will shortly be ready to produce on a  
large scale the best Buzen Coal.

The Head and Branch Offices and the  
Agencies of the Company will receive any  
order for Coals produced from the above  
Collieries.

T. MATSUKI, Manager, Hongkong  
No. 2, PEDDER STREET.

Hongkong, April 25, 1906. 316

**THE BOWLING CLUB, LIMITED.**

NOTICE IS HEREBY GIVEN that an  
EXTRAORDINARY MEETING of the  
BOWLING CLUB, LIMITED, will be  
held at the Club Premises No. 2, Wynd-  
ham Street, on WEDNESDAY, the 14th  
day of August, 1907, at 5.30 o'clock in the  
afternoon, when an arrangement will be  
submitted for the approval of the Share-  
holders for the purpose of effecting a  
transfer of the business and property of the  
Company under Section 20F of the  
Companies Ordinance 1885 and a resolution  
to adopt the arrangement will be proposed

The following are the terms of the  
arrangement:

The Liquidator of the Company shall  
transfer to a new Company to be called the  
PHOENIX CLUB, LTD., the whole of  
their good-will, stock-in-trade and assets.  
The purchase price shall be \$2,750.00 payable  
within fully paid-up shares of the  
new company to be distributed among the  
Debenture-holders and Shareholders of the  
old Company by its Liquidator.

In the event of the said resolution being  
carried the following further resolution will  
be proposed.

That the Company be wound-up voluntary-  
arily under the provisions of the Com-  
panies Ordinance 1885, that Ernest  
GEANTINE JORDAN be hereby appointed  
Liquidator for the purpose of such winding  
up with power to enter into the proposed  
arrangement for the transfer of the business  
and property of the Company.

In the event of the above resolutions  
being duly passed, they will be submitted  
for confirmation as special resolutions at a  
subsequent Meeting of which notice will be  
duly given.

Dated this 5th day of August, 1907.  
By Order of the Committee,  
ERNEST GRANVILLE JORDAN,  
Secretary.

1220

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.

NOTICE IS HEREBY GIVEN that the  
ORDINARY HALF-YEARLY  
MEETING of the SHAREHOLDERS in  
this Corporation will be held at the CITY  
HALL, Hongkong, on SATURDAY, the  
17th day of August, 1907, at Noon, for  
the purpose of receiving the Report of the  
Court of Directors together with State-  
ment of Accounts to 30th June, 1907.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, July 31, 1907. 1250

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.

NOTICE IS HEREBY GIVEN that the  
REGISTER OF SHARES of the  
Corporation will be CLOSED from TUES-  
DAY the 6th to the 17th day of August,  
1907, (both days inclusive), during which  
period no Transfer of Shares can be re-  
gistered.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, July 31, 1907. 1249

HONGKONG AND SHAMPOO DOCK  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY  
MEETING of SHAREHOLDERS  
will be held in the OFFICES of the COMPANY,  
Queen's Buildings, Connaught Road, on  
MONDAY, 19th AUGUST, at 12 o'clock  
Noon, for the purpose of receiving the  
Report of the Directors and the Statement  
of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 5th to the  
19th August, both days inclusive.  
By Order of the Board of Directors,  
T. I. ROSE,  
Secretary.

Hongkong, July 23, 1907. 1213

HONGKONG AND SHAMPOO DOCK  
COMPANY, LIMITED.

NOTICE OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the  
DOMESTIC CLEANLINESS and  
VENTILATION BY-LAWS (as amended),  
every Domestic Building or part of  
such building within the Eastern Division  
of the City of Victoria, and the Eastern  
Division of Kau Lung, occupied by Members  
of more than one family must be CLEANS-  
ED AND LIMEWASHED THROUGHTOUT  
by the Owner during the months of July  
and August.

N.B.—The word "throughtout" used in  
this notice means that the house should be  
limewashed its respect of all the walls of  
each Room and Staircase, all office partitions,  
Stair Casings and Stair Landing, all  
Ceilings and the Undersides of Roofs, both  
in Main Buildings, Offices and Servants'  
Quarters and inclusive of Verandas.

The Backyard should have its Casing  
Walls Limewashed up to the level of the  
First Floor.

Carvings, Painted or Polished Wood-work  
in good condition, however, need not be  
limewashed, but must be cleaned.

The Eastern Division of the City is  
bounded on the West by Queen Street and  
Pest Street. Kau Lung is divided into the  
Eastern and Western Divisions by Robinson  
Road and a straight line drawn from  
the North and through the Yau-tan  
Services Reservoir to the Northern bound-  
ary of Kau Lung.

G. A. WOODCOCK,  
Secretary.

Dated this 1st day of August, 1907.

1252

HONGKONG AND SHAMPOO DOCK  
COMPANY, LIMITED.

NOTICE OF HISTORY OF UNION  
CHURCH.

BY REV. G. H. BONDFIELD and  
D. D. D'YER BALL, M.R.A.S.

Edited by Rev. C. H. HICKLING.

To be had at the 'CHINA MAIL' Office,  
8, Queen's Road Central.

Price ... ... ... ... 1.00.

1252

HONGKONG AND SHAMPOO DOCK  
COMPANY, LIMITED.

NOTICE OF BOUND VOLUMES  
OF THE

'NEW WEEKLY'

ARE ON SALE AT THE

'China Mail' Office,

8, Queen's Road Central.

Price ..... 50 Cents.

1252

## CULTIVATE THE CHINAMAN.

"Australia, if she is wise, will cultivate  
the Chinaman," said Dr Bevan in the  
interview we published a day or two  
ago, writes the Sydney "Daily Telegraph."

Superficially the advice is calculated to  
electrify the atmosphere in those Australian  
circles where the mere mention of anything  
Chinese excites physi and superior indignation  
and where, it may be added, superficialities count most.

Dr Bevan, however, means not that we should make a social  
acquaintance of the Chinaman, but that he should be cultivated as a  
customer. In that sense the Chinese will not be so objectionable, for however  
particular some people may be as to where they buy, when it comes to selling  
they are very tolerant, and in the matter of  
indifference as to whether it is the coloured  
man's money they get or the white man's  
absolutely cosmopolitan.

The violent White Australian who moves  
what and flour about the wharves would  
probably resent, being told that he was  
working for Chinese, but it is a fact, for  
Australia is doing an expansive trade in  
such commodities with China, and hence the doctor's remark.—To cultivate  
China commercially would be the best  
of good policy, especially in view of the  
trend of Chinese international relations.

The feeling with regard to the United  
States is increasingly unfavourable, owing to  
the exclusionist policy of that country  
toward the Chinese, and as America can  
scarcely alter its attitude the probability is  
that its China trade, which has been so  
profitable and such a substantial asset to  
the manufacturers, will fall off perhaps  
very heavily. For diplomatic reasons the  
Government might try to moderate any  
tendency of this sort, but the American  
boycott showed plain enough how small  
is the influence of authority in such  
matters. The five hundred sedan Chinese  
merchants who met at Shanghai  
in May, 1905, after resolving to "refuse  
to purchase American goods, thus exhibiting  
a quiet resistance" to the American  
immigration regulations, proceeded to tele-  
graph to the native chambers of commerce,  
"Please inform all merchants in your  
districts and beg their co-operation." And  
they co-operated so promptly and to such  
purpose that the boycott was at once in  
full blast. An Imperial edict forbidding  
the boycott went absolutely for naught.  
The Chinese are perfectly organised, and  
this movement found them ripe for con-  
certed action against the foreigner. Con-  
sequently the boycott continued, and  
probably is not entirely over yet. Its  
effects are still felt, at any rate, and as  
there are enormous possibilities in the  
Chinese market, Australia's proximity and  
its productivity in the commodities that  
are needed make its course clear.

But whether the Chinaman can be "cul-  
tivated," and if so, on what terms, are  
questions that will have to be considered.

The time of the Chinese will be to  
force open Japanese and Chinese ports, to  
seize territory, and take railway conces-  
sions. It is not so long, indeed, since  
Lord Charles Beresford affirmed on the  
strength of first-hand observation that  
China was breaking up, and that a  
difficulty of the future would be its  
position among European Powers. The  
last few years have brought entirely differ-  
ent possibilities within sight, as Dr Bevan  
testifies, in the statement that "there  
is all the time growing up the Chinese  
national consciousness, and the Chinese  
are becoming patriotic." In other words,  
they are nationally finding themselves.  
They are determined to take their own  
position in the world," said that untried  
judge, Sir Robert Hart, recently; "at last  
China is rousing herself to action. She  
will deal with foreign Powers according as  
the Powers have dealt with her." What  
is being done in furtherance of this aspira-  
tion is comparatively wonderful. The  
Chinese are building their own rail-  
ways, working their own mines and  
mines.

(Continued on Page 3.)

1252

HONGKONG AND SHAMPOO DOCK  
COMPANY, LIMITED.

NOTICE OF SANITARY BOARD OFFICE,  
HONGKONG.

NOTICE TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the  
DOMESTIC CLEANLINESS and  
VENTILATION BY-LAWS (as amended),  
every Domestic Building or part of  
such building within the Eastern Division  
of the City of Victoria, and the Eastern  
Division of Kau Lung, occupied by Members  
of more than one family must be CLEANS-  
ED AND LIMEWASHED THROUGHTOUT  
by the Owner during the months of July  
and August.

The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 5th to the  
19th August, both days inclusive.  
By Order of the Board of Directors,  
T. I. ROSE,  
Secretary.

Hongkong, July 23, 1907. 1213

HONGKONG AND SHAMPOO DOCK  
COMPANY, LIMITED.

NOTICE OF SANITARY BOARD OFFICE,  
HONGKONG.

NOTICE TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the  
DOMESTIC CLEANLINESS and  
VENTILATION BY-LAWS (as amended),  
every Domestic Building or part of  
such building within the Eastern Division  
of the City of Victoria, and the Eastern  
Division of Kau Lung, occupied by Members  
of more than one family must be CLEANS-  
ED AND LIME

THURSDAY, AUGUST 8, 1907.

## THE CHINA MAIL.

## Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000  
SUBSCRIBED £1,125,500  
PAID UP £625,500  
RESERVE FUND £2,170,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account  
the rate of 2% per annum on the Daily  
Balance.

On Fixed Deposits:—

For 12 months 4%

" 6 " 3%

" 3 " 2%

EVAN ORMISTON,  
Manager.

Hongkong, May 1, 1907.

THE CHARTERED BANK OF INDIA,  
AUSTRALIA, AND CHINA.INCORPORATED BY ROYAL CHARTER 1853.  
HEAD OFFICE, LONDON.PAID-UP CAPITAL £800,000  
Short to be increased to £1,200,000RESERVE FUND £1,075,000  
Short to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS £800,000

INTEREST allowed on Current Account  
the rate of 2% per annum on the Daily  
Balance.

On Fixed Deposits for 12 months 4%

" 6 " 3%

" 3 " 2%

JOHN ARMSTRONG,  
Manager.

Hongkong, May 16, 1907.

THE BANK OF TAIWAN,  
LIMITED.(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER).AUTHORIZED CAPITAL YEN 6,000,000.  
PAID-UP CAPITAL YEN 3,750,000.  
RESERVE FUND YEN 625,000.

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy, Kobe, Taku, Tainan,  
Aiping, Nagasaki, Tamsui,  
Fuchow, Osaka, Tokyo,  
Keelung, Shanghai, Yokohama,  
Kowloon.

HONGKONG OFFICE:

3, DES VIEUX ROAD.  
Interest allowed on Current Account.  
Deposits received on terms which may be  
learnt on application.D. TOHDOW,  
Manager.

Hongkong, April 5, 1907.

YOKOHAMA SPECIE  
BANK.

ESTABLISHED 1880.

CAPITAL PAID-UP YEN 24,000,000

RESERVE FUNDS 14,550,000

BRANCHES AND AGENCIES:

TOKIO, KOREA, NAGASAKI,  
LONDON, LYON, NEW YORK,  
SAN FRANCISCO, HONOLULU, BOMBAY,  
SHANGHAI, HONGKONG, CHEFOO,  
TIENTEIN, PEKING, NEWchwANG,  
PORT ADYSSU, DALYI, ASTVON,  
LIYATUNG, MUKEN, THE-LING,  
CHANG-CHUN.

HEAD OFFICE—YOKOHAMA.

HONGKONG—Interest allowed.

On Current Account at the Rate of 2%  
per annum on the daily balance.

ON FIXED DEPOSITS:—

For 12 months 5% per annum  
For 6 months 4% "

For 3 months 3% "

TAKEO TAKAMICHI,  
Manager.

Hongkong, April 6, 1907.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS \$10,000,000

Sterling Reserve \$10,000,000

Silver Reserve \$11,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

PROPRIETORS

COMMITTEE OF DIRECTORS:

G. H. MELVILLE, Esq.—Chairman.

Hon. Mr. HENRY KESWICK—Deputy  
Chairman.

A. Fuchs, Esq.

E. Goss, Esq.

A. Haupt, Esq.

O. R. Lenzman, Esq.

H. E. Tompkins, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNZER.

LONDON BANKERS—LONDON AND  
COUNTRY BANKING CO., LTD.

HONGKONG—Interest allowed.

On Current Account at the rate of 2%  
per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 2% per cent per annum.

" 6 " 3% "

" 12 " 4% "

J. R. M. SMITH,  
Chief Manager.

Hongkong, June 14, 1907.

HONGKONG SAVINGS BANK.

The business of the above Bank is con-  
ducted by the HONGKONG AND  
SHANGHAI BANKING CORPORA-  
TION. Rules may be obtained on ap-  
plication.INTEREST on deposits is allowed at  
3% PER CENT. per annum. Depositors  
may transfer at their option balances of  
\$100 or more to the HONGKONG AND  
SHANGHAI BANK, to be placed on  
SIXTED DEPOSIT at 4% PER CENT. per  
annum.For the Hongkong and Shanghai  
Banking Corporation.J. R. M. SMITH,  
Chief Manager.

Hongkong, January 12, 1907.

1017

MIYAKO HOTEL,  
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

USE ONLY &amp; USE ALWAYS

ATKINSON'S  
A LUXURIOUS PERFUME  
IN HEALTH.  
GERMAN KINDS.  
EAU DE COLOGNE

FENNINGS'

For the Prevention and Cure of  
FEVERS AND INFECTIOUS DISEASES.

FEVER

Sold by Chemists everywhere in Bottles at 1/2 each, with full directions.

No Resident in Tropical Countries should be without this  
invaluable Medicine, the timely use of which has saved  
thousands of lives.ALFRED FENNINGS, Cowes,  
England.

CURER!

Banks.

Banks.

THE NATIONAL BANK OF CHINA,  
LIMITED.

HEAD OFFICE—HONGKONG.

ESTABLISHED 1894.

AUTHORIZED CAPITAL £269,475  
PAID-UP CAPITAL £232,718  
CAPITAL RESERVE FUND £12,735  
RESERVE FUND £500,000

LONDON BRANCH:

81, OLD BROAD STREET, E.C.

MANAGER—GEORGE MUNRO.

LONDON BANKERS—

Part's Bank.

Commercial Bank of Scotland.

The Bank grants drafts and telegraphic  
transfers and conducts every description of  
Eastern Banking business.INTEREST allowed on Current Account  
at the rate of 2% per annum on the Daily  
Balances.

On Fixed Deposits for 12 month 5 per cent.

" 6 " 4% "

" 3 " 3% "

" 3 " 2% "

G. O. MOXON,  
Managing Director.

Hongkong, September 23, 1907.

INTERNATIONAL BANKING  
CORPORATION.

HEAD OFFICE—

60 WALL STREET, NEW YORK.

OFFICE—THREEMENDER HOUSE,  
E.C.

LONDON BANKERS:

BANK OF ENGLAND.

National Provincial Bank of England, Ltd.

The Capital and Counties Bank, Ltd.

BRANCHES &amp; AGENTS AL OVER THE WORLD

THE Corporation Transacts every de-

scription of Banking and Exchange  
business, receives money in Current Ac-  
count and accepts Fixed Deposits at the  
following rates:—

For 12 months 4% per cent per annum.

For 6 months 3% per cent per annum.

For 3 months 2% per cent per annum.

NO. 9, QUEEN'S ROAD CENTRAL,  
HONGKONG.W. M. ANDERSON,  
Manager.

Hongkong, July 24, 1907.

THE FIRST CHINESE NEWSPAPER  
EVER ISSUED UNDER  
PURELY NATIVE DIRECTION.The Chinese Mail  
THE LEADING CHINESE POLITICAL AND  
COMMERCIAL JOURNAL  
PUBLISHED EVERY MORNING.CONTAINS THE MOST RELIABLE  
TELEGRAPHIC NEWS FROM  
NORTH CHINA.ALL THE LATEST INTELLIGENCE FROM THE  
VARIOUS PORTS IN CHINA AND JAPAN.66 per ANNUAL DELIVERY IN HONGKONG  
\$12.50 to all Overseas Ports.

5 WASHINGTON STREET, HONGKONG.

Editor looked by Manager, CHINA MAIL.

J. R. M. SMITH,  
Chief Manager.

HONGKONG, July 31, 1907.

699

THE CHINA MAIL, LTD.

Capt. T. AUSTIN, Manager.

factories, and hampering foreigners wher-  
ever they can. The death of Li Hung-  
Chang was supposed to have left China  
without a leader, but an even more  
capable one than his predecessor arose al-  
most immediately in Yuan Shih Kai, who  
appears to be Commander-in-Chief of the  
Army, head of the Navy, Prime Minister  
and a full Cabinet, all in one. He has re-  
organised the military forces pretty well  
throughout the Empire, and established a  
military college in Peking, and a significant  
thing is that the military methods followed  
are those which the Japanese adopted from  
the German model. For the movement is  
under the tutelage of the Japanese, who  
provide instructors in the army and else-  
where, and educate hundreds of Chinese  
annually at their own colleges. If at any  
time in the future China should have to  
assert herself forcibly in any respect, it  
will probably not be alone. In Japan there  
will be at least belligerent neutrality,  
perhaps something more affirmative. At  
any rate there will be the Japanese in-  
fluence to reckon with, as well as its  
example. Both countries have been host-  
ile, more or less, by European Powers in  
the past, both have large populations, and  
are capable of individual self-containment,  
and both are interested in keeping Man-  
churia and Korea for themselves.

Provided the national idea does not take

belligerent or exclusive expression, few  
countries will be commercially better-off  
cultivating than China, for there are com-  
munities which she must have—such as cot-  
ton goods and some foodstuffs—at any rate  
until her industry becomes capable of  
supplying home wants. And of these there are  
already signs. That the Chinese are natural  
fighters has long been recognised, but they are also proving  
amenable to discipline, a quality which  
makes their industrial equipment immensely  
strong in view of their capacity for sustained  
labour in which they excel all other peoples.  
Also to be reckoned with is their dislike of  
foreigners generally. The boycott, although  
aimed at the Americans, was devised in  
anti-foreign sentiment, and found its  
strength there. And first among the  
foreigners who must bear the brunt of this  
hostility are naturally those who live  
nearest and are exclusive in regard to the  
Chinese. Sooner or later they may expect  
China to offer terms—trade for emigrants.  
Should that come, a very unpleasant choice  
of alternatives will accompany it, for no  
white country can take the chances in-  
volved in the unrestricted immigration of  
an unblended people, and the Chinese seem  
to want nothing less.

It is all very well for their spokesman to

say that the boycott was prompted by in-  
dignation at the treatment which Chinese  
merchants and students were subjected to at  
San Francisco. People are about the same  
in one country as another, and the  
Chinese labourer would be no more likely to  
strike because his conqueror anywhere else,  
who would grin at the idea. The real com-  
plaint is that the ports were closed  
against Chinese coolies. On the other  
hand, the American, tenderly certainly,  
has been to treat all Chinese with  
contumely and injustice, and as members  
of an inferior race. That is a foolish  
attitude, and one who brings its own  
penalties, as the Americans have discovered.  
There is no reason for trying to look down  
on the Chinese, and the country which  
does not want them but does want their  
trade will be well advised, apart from the  
obvious sense and fairness of the matter,  
to "cultivate them" to the extent of show-  
ing them courtesy and extending complete  
justice to them.

It is all very well for their spokesman to

say that the boycott was prompted by in-  
dignation at the treatment which Chinese  
merchants and students were subjected to at  
San Francisco. People are about the same  
in one country as another, and the  
Chinese labourer would be no more likely to  
strike because his conqueror anywhere else,  
who would grin at the idea. The real com-  
plaint is that the ports were closed  
against Chinese coolies. On the other  
hand, the American, tenderly certainly,  
has been to treat all Chinese with  
contumely and injustice, and as members  
of an inferior race. That is a foolish  
attitude, and one who brings its own  
penalties, as the Americans have discovered.  
There is no reason for trying to look down  
on the Chinese, and the country which  
does not want them but does want their  
trade will be well advised, apart from the  
obvious sense and fairness of the matter,  
to "cultivate them" to the extent of show-  
ing them courtesy and extending complete  
justice to them.

It is all very well for their spokesman to

say that the boycott was prompted by in-  
dignation at the treatment which Chinese  
merchants and students were subjected to at  
San Francisco. People are about the same  
in one country as another, and the  
Chinese labourer would be no more likely to  
strike because his conqueror anywhere else,  
who would grin at the idea. The real com-  
plaint is that the ports were closed  
against Chinese coolies. On the other  
hand, the American, tenderly certainly,  
has been to treat

LANE,  
CRAWFORD  
& CO.

FURNISHING DEPARTMENT  
NOW ON VIEW  
HIGH-CLASS  
DINING ROOM  
DRAWING  
AND BEDROOM  
FURNITURE.

MATERIAL, WORKMAN-  
SHIP AND DESIGN  
UNSURPASSED.

OUR FURNITURE IS  
UNIQUE.

Inspection Invited.

Our Spacious Showrooms are  
well worth a Visit, where  
one can see

Artistic Cabinet Work

and

Luxurious Upholstery

Lane, Crawford & Co.  
Hongkong, July 31, 1907.

POWELL'S

ARE NOW SHOWING

The  
Largest  
and Most  
Up-to-date

SELECTION OF

Furnishing.

Fabrics

IN THE EAST.

AGENTS:  
LONDON: F. ALEX. II & II, Gower's  
Lane, Lombard Street, E.C. CLARK,  
SON & PLATT, 60 Grosvenor St.,  
E.C. G. STRAKER & CO., 200 St. Bridge  
St., G. G. GORDON & GUNN, 15 St. Bridge  
St., M. BAKER, 150 St. Bridge  
Gower Street, E.C. WALTER LEE, 151  
Carnaby Street, E.C. ROBERT WATSON,  
150, Fins St., C. MITCHELL &  
CO., Snow Hill, Holborn Viaduct, E.C.  
D. J. KENNEDY & CO., 3 Whitefriars  
St., M. MATHER & CHOWDER, 150  
St., 11, 12 New Bridge St., E.C.  
MATHER & CO., 22 Glasshouse St.,  
Regent St., W.

PARIS AND EUROPE: MAYERSON,  
FAVRE & CO., 18 Rue de la Grange  
Baudouin, Paris. The Rev. DR. HAN  
BELL, 12 Rue Voltaire, Paris.

AUSTRALIA, TASMANIA, AND NEW  
ZEALAND: GORDON & GORE, Mc  
TOURNE AND SONS.

CEYLON: W. M. SMITH & CO., THE  
APOTHECARY'S CO., Colombo.

SINGAPORE, STRAITS, &c.: KELLY &  
ALLEN LTD., Singapore.

PHILIPPINE ISLANDS: A. S. WATSON &  
CO., Manila.

CHINA: UNION, PATEL & CO., ALEX.  
THE AMOT STORE, Foochow, BROOKES  
& CO., Shanghai, KELLY & WALTER  
BED, Yokohama, KELLY & WALTER  
BED.

THE CHINA MAIL LTD.,  
5 Queen's Road Central.

S. MOUTRIE & CO.,

LIMITED.

THE NEW MODEL

AERIOLA  
PIANO  
PLAYER

THE LATEST CREATION  
OF THE  
ORCHESTRELLE CO.

This perfect Model of Mechanical Genius can be heard at our Show Rooms daily.

Price \$425  
FOR HIRE OR PURCHASE.

The latest Comic Opera's, Pianoforte Pieces, and Songs always in stock.

Tuning and Repairing a Speciality.

S. MOUTRIE & CO., LTD.,  
YORK BUILDINGS, CHATER ROAD,  
Hongkong, April 15, 1907.



A. S. WATSON  
& CO., LTD.

AERATED  
WATER

MANUFACTURERS.

ESTABLISHED A.D. 1841.

Our Aerated Waters hold the premier position for excellence in the Far East. Made with the greatest care and with the finest materials procurable; they supply a pleasing variety for all palates.

Our Soda Water is the most wholesome daily beverage that can be taken.

Our Lemonade, Orange Champagne, Raspberryade, Lemon Squash, etc., possess the true flavour of the finest Fresh Fruits and are perfectly pure and wholesome.

We would draw special attention to Our Lime Fruit Champagne, which has the pleasant characteristics of the finest Lime Fruit.

Our Dry Ginger Ale is a beverage of delightful flavour and aroma.

Our Sarsaparilla is not only a delicious drink but a blood purifier as well.

Our Stone Ginger Beer since its introduction, has been steadily growing in popular favour.

We confidently state that no Aerated Water Factory in the World is more replete with up-to-date appliances, thus assuring the highest degree of purity and freedom from any form of contamination.

A. S. WATSON & CO.,

LIMITED,

Hongkong, China & Manila.

Hongkong, July 27, 1907.

MEMOS FOR TO-MORROW.  
Auction.

2.30 p.m.—Auction of Valuable Furniture, &c., at "Hotel Baltimore," Wyndham St.

General Memoranda.

MONDAY, August 12.—

2.30 p.m.—Meeting of His Majesty's

Justices of Peace at the Magistracy.

Goods per Kora undelivered after noon

on this date subject to rent.

Goods per Potemkin undelivered after this

date at Noon will be subject to rent

and landing charges.

Goods per Glenturret not cleared on this

date subject to rent.

TUESDAY, August 13.—

2.30 p.m.—Auction of Household Furniture, &c., at Mr. Geo. P. Lammett's Sale Rooms.

6.30 p.m.—Meeting of Bowring Club, Ltd., at Club Premises.

Goods per Arcadia not cleared at 4 p.m.

on this date subject to rent.

THURSDAY, August 15.—

2.30 p.m.—Auction of One Marine Triple Expansion Engine, &c., at No. 1, Reclamation Street, Yau Ma Tei.

Goods per Vorwerts undelivered after this

date subject to rent.

FRIDAY, August 17.—

Noon.—Meeting of the Hongkong & Shanghai Banking Corporation, at the City Hall.

MONDAY, August 19.—

Noon.—Meeting of Hongkong & Whampoa Dock Co., Ltd., at Co.'s Offices.

3 p.m.—Auction of Leasehold Property at Mr. Geo. P. Lammett's Sale Room.

removable. Perhaps the worst thing that the high authorities in Peking could do at the present juncture would be to resort to the old time methods of slaying the innocent with the guilty.

It is however stated that, as a means of stamping out rebellion, the Government

may have to resort to "extreme measures," which is understood to mean the indiscriminate slaughter of rebels

and their clansmen, relatives, near or remote sharing the fate of anyone

adjudged guilty of rebellion. It is, we hope, rendered impossible by the impact

of the West and China's new relations with foreign Powers for her to revert to the barbarous methods of the older and darker days.

Should she do so, the consequences thereof will probably be the more speedy and fatal. In the

neighbouring province of Kwangtung we learn that the Acting viceroy is in

consultation with the high Provincial Authorities regarding the means of

raising half a million taels to meet a

special demand for improved coast

defences. The money is to be forwarded to Peking shortly. Yet the condition of

the poor remains as it is without

amelioration, and the causes which led

to the many uprisings earlier in the year

continue in force. The question what

is to become of China, if the Government

pursists in misgoverning, and no

change of policy takes place, will be

answered by events that sooner or later

will force a new departure in her

stagnant national life.

We have received a long letter from a correspondent who signs himself "Enquirer" in regard to the Observatory. The letter is too long to give in full, and our correspondent also makes the mistake of presuming that the investigations in regard to the typhoon of last September have been concluded. We believe that the matter has not yet been finally settled, and, in the circumstances, we believe that there would be impropriety in publishing much of what our correspondent has written. However, we cordially agree with him that some reply to the letter published by Father Froc of the Siawei Observatory should be forthcoming. The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses to receive any warning . . . none was sent because we knew that it would not have been received." Our correspondent says:—"Either this is true or it is not true. If it is not true the public should be so informed without delay. But if it is true the Observatory officials should be brought to their bearings in short order. His Excellency the Governor is our Court of Final Appeal and I respectfully urge that he should call upon the Observatory to give a full account of what has been done to date." The reverend father says:—"It is well known that Hongkong refuses

## THE OBSERVATORY.

## Comments from Shanghai.

The letter from the Astronomer-Royal, Greenwich, dealing with the storm which wrought such disaster in the Colony on September 18 last has evoked a strong reply from the Siwei Observatory.

The Astronomer-Royal announced that from the evidence submitted to him the storm was separate from one which the Siwei Observatory had been observing for some days previously, and in consequence opined that it generated suddenly locally and could not have been forecast. Our Observatory was exonerated from culpability.

This the Siwei authorities do not feel disposed to allow to pass unchallenged and in a letter published in a Shanghai paper, and republished locally, they trace from its inception what they declare to be the storm that overtook Hongkong. We yield to none in our admiration of the Siwei Fathers, but at the same time we feel it is only right and just to our Observatory staff to point out that a misapprehension might arise from a perusal of the letter of the Siwei Fathers.

It might be gathered from it that the Siwei Observatory foretold the storm that struck Hongkong disastrously.

Such was not the case. Since the storm they have accumulated data which has convinced them that the storm is identical with one which they observed some days before September 18, but here we are prompted to revert to the reports issued at the period, leaving subsequent investigations out of reckoning. We do this in order to give our Observatory fair play, and because, as previously stated the idea may gain ground that the storm was foretold. In their letter the Siwei Fathers point out that they did not warn Hongkong of the storm because Hongkong did not want the warning. On that point enough has already been said—and now the cause of the friction has departed we trust the last has been heard of it—but the charts issued by the Siwei Fathers on the 15th, 16th, 17th and 18th of September are worth studying in view of their letter.

On September 15 Siwei reported under the heading of "Depressions": "A new centre is signalled advancing towards Formosa from the south of the Melao Sina group; it does not yet give signs of violence, but may bring rough weather in the Formosa Channel and North of Formosa." (The chart showed two rings round Formosa.)

On September 16 the report said: "The centre in the South is nearly stationary at Formosa." (The chart showed one small ring close round Formosa.)

On September 17 the report said regarding this depression: "The one reported at Formosa fills up gradually." (The chart shows no rings at Formosa, meaning that the depression is no longer important.)

On September 18 the report says: "A very violent storm of quite limited area raged in Hongkong on Tuesday morning." (The chart showed no marks.)

It is fair to point out that on the 17th the Siwei Observatory did not mention in their report issued at Shanghai that the depression had moved from Formosa. They said it was "filling up" gradually, meaning it was gradually dissipating. Were there a movement in any direction it would surely have been noted, just as the daily movement of a northern depression at the same period was noted.

At all events it is time this question was dropped. The storm happened nearly a year ago, and any more and about it is not likely to improve matters. We all know there was room for improvement in Hongkong, but now that there is no reason for a continuance of friction we trust that matters will proceed smoothly and that our Observatory and those of Shanghai and Manila will labour hard in hand to forward the great work they are capable of doing in the interests of humanity. Co-operation is necessary, and co-operation will, we feel sure, be effected.

## WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 7th at 9.00 p.m.—Orders issued to make No. 1 Night Signal (indicates a typhoon distant from Colony more than 300 miles).—

On the 8th at 5.15 a.m.—Orders issued to hoist Red Cone point downwards and Drum (indicates a typhoon S.E. of Colony distant more than 300 miles).—

At 10.40 a.m.—Orders issued to hoist the Black Cone point downwards (indicates a typhoon South of Colony within 300 miles).—

At 11.35 a.m.—The barometer fell moderately to slightly over the S. coast of China and Forma respectively.

The depression has probably become deeper. It appears to be situated to the S. S. E. of Hongkong in about 18° Lat., and to be moving towards W. N. W.

Pressure has given way over Japan, but remains high over the Pacific to the E. of the Looches.

Fresh E. to S. E. winds are likely to prevail in the Formosa Channel, and strong cyclonic winds to gather over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to 0.01 inches.

Forecast for the 24 hours ending noon to-morrow.

## FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: E. to E. winds, strong, possibly a gale; squally shower.

2.—Formosa Channel: E. to S. E. winds, fresh.

3.—South coast of China between Hongkong and Lantau: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: N. winds, strong.

NOT A DOUBTFUL QUESTION.

There is no doubt in the minds of those who have used O'Connor's Colic, Cholera, and Diarrhoea Remedy to its full powers for a pain in the stomach, diarrhoea, or dysentery, it affords immediate relief. For sale by all chemists and druggists.

## A GLIMPSE OF SALINA CRUZ

[WRITTEN FOR THE CHINA MAIL.]

This place, so much spoken of lately, is situated on the Pacific Coast of Mexico, in the state of Oaxaca, near the historical Isthmus of Tehuantepec. It is one of the principal stations of the seven proposed railroad lines, which will connect the chief commercial centres of the United States with the most important cities of Mexico. Owing to its favourable geographical position it will be much frequented by steamers from Honolulu, Japan and China.

The Mexican government have not spared money in making the necessary improvements. Already seventy millions of dollars have been spent in that place and in Coatzacoalcos, a port on the opposite coast. The colossal works have been entrusted to the well-known firm of engineers, Messrs S. Pearson and Son, and Chisholm being engaged for rough labour. We must not forget that but for the untiring Chinese the famous Great Western Pacific Railway could not have been constructed so cheaply.

Last winter Porfirio Diaz, the president of the republic, went to Salina Cruz to inaugurate the opening of that branch of railway. They have built a fine breakwater and dredges are working day and night to deepen the harbour, which has now a depth of forty feet. Big waves continuously strike against the salient portions of the bay, although the sea looks calm. The shore, like in most regions of the Pacific, is infested with sharks. Quite recently, a sailor belonging to a steamer of the United States was bathing at Salina Cruz and was attacked by these voracious animals. He managed to escape, but lost one arm and one foot. In that harbour there are no boats for hire; those who wish to go ashore must depend on the boat of their steamer or of some private company established in that locality. No one is allowed to land unless he can prove that he has been recently vaccinated. The medical inspection of the immigrants is very strict.

We experienced at Salina Cruz great heat during the day, but there was a fresh breeze in the evening. We felt one evening a slight shock of earthquake. Some residents told us afterwards that they also felt it, and they are so accustomed to it, that they did not pay much attention. We were informed that shocks occur more frequently in certain Northern States. We saw in the harbour British, American, Mexican and Japanese steamers. Reckoning according to nationality, those of Great Britain were more numerous.

Two matches in the Hongkong Water Polo Shield Competition were played yesterday afternoon at the V. R. C.

The Royal Hongkong Yacht Club beat the Royal Engineers "A" team by six goals to nil, and the V. R. C. "A" defeated the V. R. C. "B" by five goals to nil.

To-morrow evening at 8.30 the Corinthian Yacht Club meet the 9th Company, R. G. A. A good game is expected.

## SPORTING.

## Water Polo.

Two matches in the Hongkong Water Polo Shield Competition were played yesterday afternoon at the V. R. C.

The Royal Hongkong Yacht Club beat the Royal Engineers "A" team by six goals to nil, and the V. R. C. "A" defeated the V. R. C. "B" by five goals to nil.

To-morrow evening at 8.30 the Corinthian Yacht Club meet the 9th Company, R. G. A. A good game is expected.

## HONGKONG AND WHAMPoa DOOR CO.

The following is the Report of the Board of Directors of the Hongkong & Whampoa Door Company, Limited, to the Ordinary Half-yearly Meeting of Shareholders, to be held at the offices of the company, Queen's Buildings, Victoria, Hongkong, on Monday, August 19, at 12 noon:

GENTLEMEN,—

The Directors have now to submit to you their Report, with a Statement of Accounts for the half-year ended 30th June, 1907.

The net profit for the six months after paying interest due and all charges, amounts to \$401,366.82, to which has to be added the balance brought forward from last Account, \$400,938.74—Total \$802,305.56—and from this have to be deducted Directors' Fees, \$10,000.00, and Auditors' Fees \$750.00 Total \$10,750.00—leaving available for appropriation \$791,550.56.

The Directors recommend that a Dividend for the half-year of 8 per cent. or \$20,000.00 be paid to Shareholders, pass \$10,000.00 a special account and carry the balance \$491,380.56 to the new account.

During the past six months, twelve cargo lighters, one steam water-boat and four steamers mentioned in the last report have been finished and handed over to their respective owners after satisfactory trials, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam cargo lighter for Bangkok, three steel launches for Hongkong, and one steam door launch.

We have orders in hand for a number of new vessels comprising one steel barge for Enginier Corps, U.S.A., Manila, one steel water-boat and one steam

## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

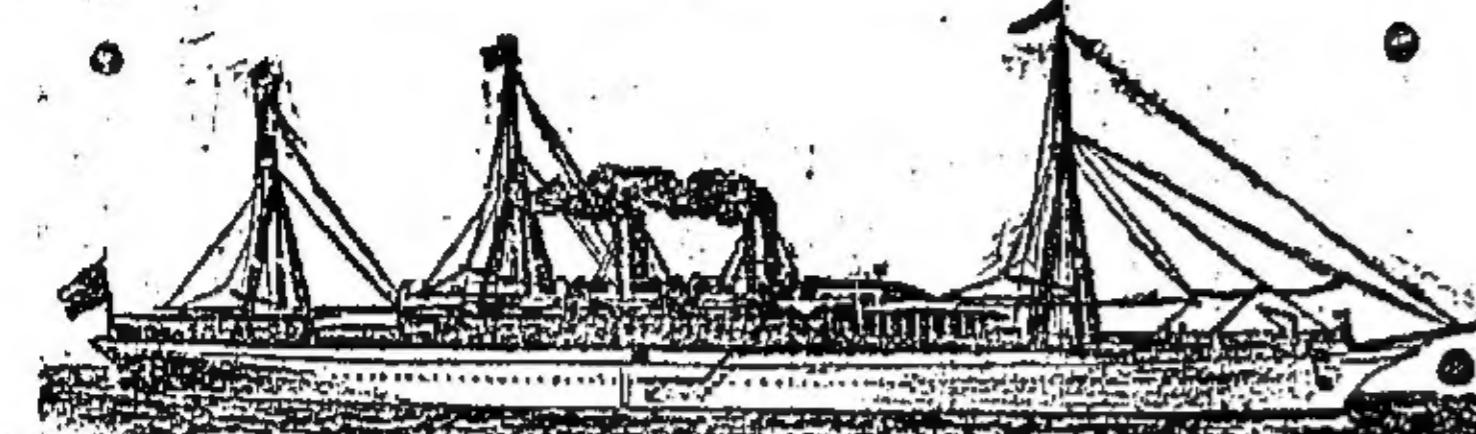
STEAMERS	TO SAIL ON	STEAMERS	TO SAIL ON
LONDON, via USUAL PORTS (DELI)	Noon, 10th	Special	REMARKS.
(Capt. J. D. ANDREW, R.N.R.)	August.	Advertisement.	
MARSEILLES, LONDON (SIMLA)	About 14th	Freight and	
AND ANTWERP	(Capt. C. D. GOLDSMITH, R.N.R.)	Passage.	
SHANGHAI, MOJI, KOBE (NAMUR)	About 16th	Freight and	
AND YOKOHAMA	(Capt. H. W. KENRICK, R.N.R.)	Passage.	
MALTA	About 22nd	Freight and	
SHANGHAI	(Capt. R. A. PEPPER)	Passage.	

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office.

25

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the EMPRESS LINE, SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration): LEAVE HONGKONG ARRIVE VANCOUVER.

STEAMERS	MONTEAGLE	EMPEROR	EMPEROR OF JAPAN	TARTAR	EMPEROR OF CHINA	ATHENIAN	EMPEROR OF INDIA	EMPEROR
MONTEAGLE	6163 Tons	Wednesday, Aug. 14	Sept. 7	6000 Tons	Wednesday, Aug. 29	Sept. 18	6000 Tons	Wednesday, Oct. 5
EMPEROR	6000 Tons	Thursday, Aug. 29	Sept. 18	4425 Tons	Wednesday, Sept. 11	Oct. 5	5882 Tons	Wednesday, Oct. 9
MONTEAGLE	6000 Tons	Thursday, Sept. 26	Oct. 14	5882 Tons	Wednesday, Oct. 24	Nov. 2	5882 Tons	Wednesday, Oct. 24
EMPEROR	6000 Tons	Thursday, Aug. 24	Nov. 11	5882 Tons	Wednesday, Oct. 24	Nov. 11	5882 Tons	Wednesday, Oct. 24

Intermediate Steamers at 12 Noon.

THE Journeys route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA of JAPAN, KOBE, YOKOHAMA and VIATORIA, B.O., connecting at VANCOUVER with Special Mail Express, and at Quebec, with the Company's new postal EMPRESS Steamship, 14,500 tons register. The through transit to Liverpool being 23 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further Information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADOCK, General Traffic Agent for China.

Corner PEDDER STREET and PEAKA, Opposite Blake Pier.

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES.

MARSEILLES, LONDON AND ANTWERP, Via SADO MARU, Tons 6227 (WEDNESDAY, 21st Capt. Geo. Anderson, Aug. at Daylight)

COLOMBO AND PORT SAID..... BINGO MARU, Tons 6247 (WEDNESDAY, 4th Capt. F. L. Summer, Tons 6247 Sept. at Daylight)

VICTORIA, B.O., SEATTLE, WASH. SHINANO MARU, TUESDAY, 20th Capt. K. Kawara, Tons 6388 (Aug. at Daylight)

VIA SHANGHAI, MOJI, KOBE & YOKOHAMA. TANGO MARU, TUESDAY, 3rd Capt. A. E. Mees, Tons 7463 (Sept. at Daylight)

SYDNEY & MELBOURNE. NIKKO MARU, FRIDAY, 9th Capt. R. Swain, Tons 5539 (Aug. at Noon)

DAY ISLAND, TOWNS & KUMANO MARU, FRIDAY, 6th Capt. N. Mattheison, Tons 5076 (Sept. at Noon)

BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO. WAKAMIYA MARU, SATURDAY, 10th Capt. R. Takeda, Tons 4421 (Aug. at Noon)

KOBE AND YOKOHAMA. IYO MARU, FRIDAY, 9th Capt. W. Thompson, Tons 6320 (Aug. 4 p.m.)

NAGASAKI, MOJI, KURE, AWA MARU, TUESDAY, 13th Capt. T. Tredt, Tons 6309 (Aug. at p.m.)

■ Cargo only. \* Calling at KELUNG.

■ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of traveling by Rail.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

A. S. MIHARA, Manager.

130

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

## MINNESOTA -

18,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG And SEATTLE, U. S. A.

## Sailing Dates Subject to Change.

MINNESOTA, Captain O. F. Austin. On SATURDAY, 19th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suits and State rooms (all outside rooms). Music room, Library, Smoking room, Nursery, Laundry, Telephones, &c.

Trans-Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

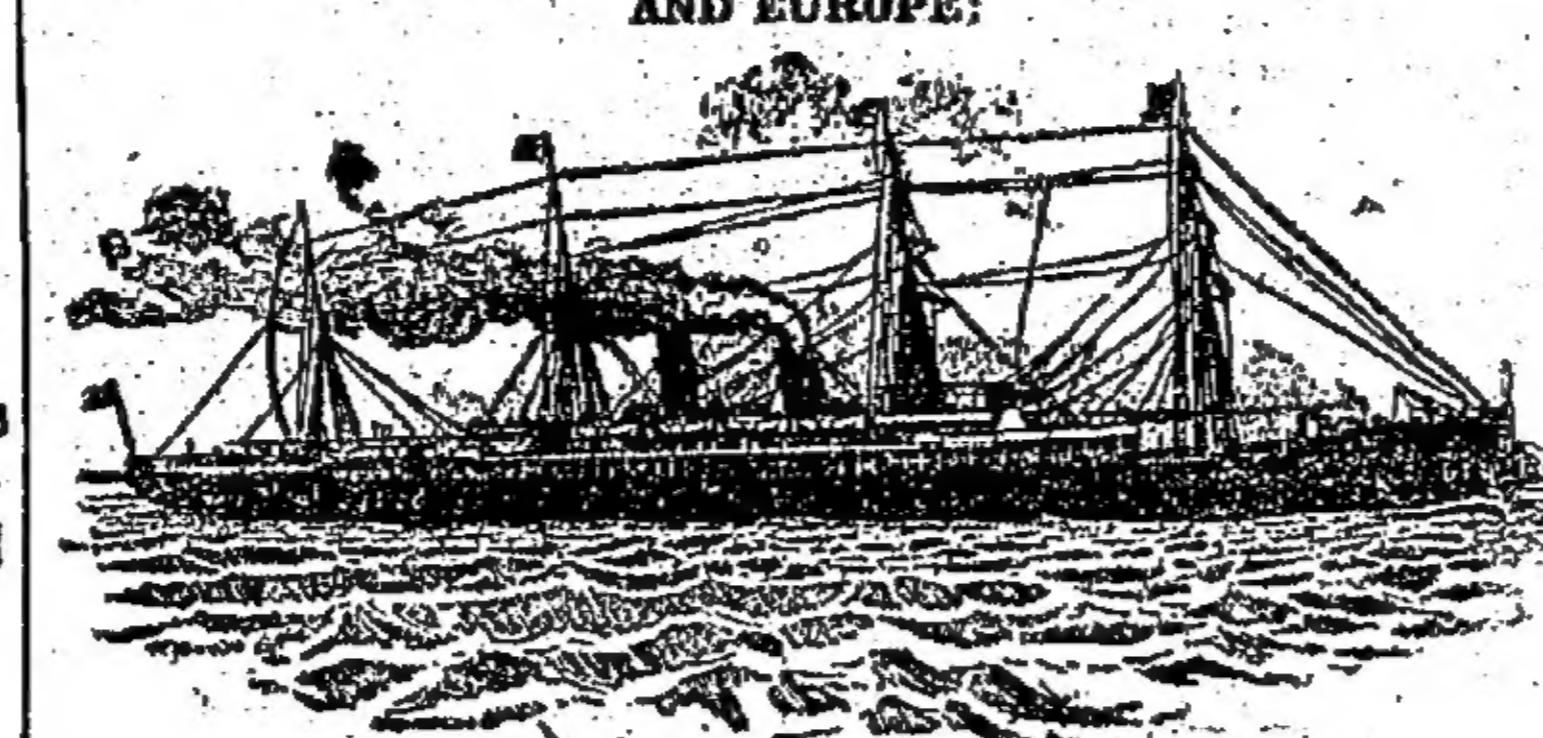
25

## Shipping.

## PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

## U. S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on OAHU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS. SAILING DATES. 1807.

STEAMERS	FRIDAY	SATURDAY	SUNDAY
KOREA	18,000 Tons	18th Aug.	at Noon
AMERICA MARU	11,000	24th Aug.	at Noon
SIBERIA	10,000	31st Aug.	at Noon
CHINA	10,200	1st Sept.	at Noon
MONGOLIA	27,000	14th Sept.	at Noon
NIPPON MARU	11,000	21st Sept.	at Noon
ASIA	9,500	1st Oct.	at Noon
PERSIA	9,000	11th Oct.	at Noon
HONGKONG MARU	11,000	19th Oct.	at Noon
* Twin Screws.			

RECORD FAST TRIPS.

Yokohama to San Francisco, 18,000 tons, September 18-27, 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, 18,000 tons, August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, 18,000 tons, August 16th-31st, 1905; 13 days, 13 hours.

Yokohama to San Francisco, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship KOREA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 16th August, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlanta and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

2

59

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, KERLING, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMERS. CAPTAIN. TO PORT.

ARABIA	4483	C. NEUMANN	Aug. 11, Daylight
ALEXIA	5167	JOHN ERNST	Sept. 4, at Noon

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information communicate with or apply to

S. SILVERSTONE, Agent.

2

59

CHINA NAVIGATION CO., LTD.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE via JAPAN PORTS.

(KARAKO, Kobe and Yokohama).

With Option to CALL AT MEXICO AND OTHER COAST PORTS.

THE Steamship GLENFARG, 3500 tons.

Will be despatched for Callao Iquique, via Japan Ports (Karako, Kobe & Yokohama), Middle of August, 1907. Passengers only.

Steamers TANIGUCHI, 1000 tons, To Call at Callao Iquique.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamship of the Pacific.

The above steamship will be fitted with a qualified Surgeon and a duly qualified Surgeon.

■ Taking Cargo on through bills of lading to all Yungtze & Northern China Ports.

■ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JALOON FARES Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

2

59

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamship between Hongkong and Manila. Saloon amusements.

Electric Light, Perfumed Cabin, Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Untraveled Table.

A duly qualified Surgeon is carried.

■ Taking Cargo on through bills of lading to all Yungtze & Northern China Ports.

■ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

2

59

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

STEAMERS. To SUEZ, SATURDAY, 1907.

RUBI	2540	R. W. ALMOND	Saturday, Aug. 10.
ZAFIRO	2540	A. FRASER	Saturday, Aug. 17.

For Freight or Passage, apply to SHEWAN, TOMEI & CO., AGENTS.

2

59

CHINA NAVIGATION CO., LTD.

THURSDAY, AUGUST 8, 1907.

## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due at MARSEILLES (London) 2 days earlier	Due at PLYMOUTH (London) 1 day later
TON	TON	Saturday, 1907	Saturday, 1907	Saturday, 1907
DELHI.....	8900	Aug. 10	HIMALAYA... 7000	Sept. 8
ACADIA.....	7000	Aug. 24	MOLDAVIA... 8500	Sept. 22
MANGKOK.....	10500	Sept. 7	INDIA... 8000	Oct. 6
MALTA.....	5000	Sept. 21	MONGOLIA... 8500	Oct. 20
DELTA.....	8000	Oct. 5	VICTORIA... 7000	Nov. 2
OKINAWA.....	7000	Oct. 19	BEITTANIA... 7000	Nov. 16
DELHI.....	8000	Nov. 2	MOOLTAN... 9300	Nov. 30
ACADIA.....	7000	Nov. 16	CHINA... 8400	Dec. 21
DEVANHA.....	8000	N. v. 30	HIMALAYA... 7000	Dec. 28

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

## INTERMEDIATE (NON-TRANSHIPT) STEAMERS

WILL LEAVE FOR

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave HONGKONG	Due at LONDON
	about	about
SIMLA.....	Aug. 14	Sept. 30
SUNDA.....	Aug. 28	Oct. 14
CEYLON.....	Sept. 11	Oct. 28
NAMEER.....	Oct. 9	Nov. 25
MANILA.....	Oct. 23	Dec. 9
BORNEO.....	Nov. 6	Dec. 23
NOE.....	Dec. 4	Jan. (1908) 20

Those Steamers call also at Singapore, Penang, Colombo, and at Malta or Marsailles.

\* Carries 1st and 2nd Saloon Passengers. + Carries only First Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT,  
Superintendent.

2221

## OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.THE CO'S S.S. FOA LEAVING  
SUNDAY, 11th AUG., AT 10 A.M.

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships, Unvalued Table.

+ Taking Cargo on through Bills of Lading to all Yangtze &amp; Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at SECOND FLOOR, No. 1 QUEEN'S BULDINGS.

T. ARIMA, Manager

257

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA B.C. AND TACOMA

VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers.	Ton.	Days.	To Sail.
SHAWMUT.....	9600	R. V. Roberts.....	16th August.
TREMONT.....	9300	T. W. Garlick.....	10th September.
SUVERIC.....	—	—	1st October.
KUMERIC.....	—	—	15th October.

\* Cargo only. + Passenger accommodation.

CHEAP PÂRES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

\* The Twin-screw a.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels insures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL &amp; CO., Limited,

QUEEN'S BUILDINGS.

## Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FROM CALCUTTA, PENANG AND SINGAPORE.THE Co.'s Steamship *Laisang* having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 5th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATTHESON &amp; CO., LTD., General Managers.

Hongkong, August 2, 1907. 1269

NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

## FROM MIDDESEAS, ANTWERP, HULL, LONDON AND STRAITS.

THE Steamship *Glenatur* having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 12th Inst., will be subject to rent.

No Fire Insurance will be effected.

All Damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the Steamer's arrival.

No claims will be recognised if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. &amp; GOW.

Hongkong, August 5, 1907. 1281

NOTICE TO CONSIGNEES.

## STEAMER POLYNESIEN.

## COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNNEES of cargo from LONDON or a.s. *Dordogne* from Havre or a.s. *Medoc*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after MONDAY, the 12th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me or before the 12th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 12th August, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, August 5, 1907. 1282

NOTICE TO CONSIGNEES.

## STEAMER POLYNESIEN.

## COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNNEES of cargo from LONDON or a.s. *Dordogne* from Havre or a.s. *Medoc*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after MONDAY, the 12th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me or before the 12th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 12th August, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, August 5, 1907. 1283

NOTICE TO CONSIGNEES.

## STEAMER POLYNESIEN.

## COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNNEES of cargo from LONDON or a.s. *Dordogne* from Havre or a.s. *Medoc*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after MONDAY, the 12th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me or before the 12th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 12th August, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, August 5, 1907. 1284

NOTICE TO CONSIGNEES.

## STEAMER POLYNESIEN.

## COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNNEES of cargo from LONDON or a.s. *Dordogne* from Havre or a.s. *Medoc*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after MONDAY, the 12th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me or before the 12th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 12th August, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, August 5, 1907. 1285

NOTICE TO CONSIGNEES.

## STEAMER POLYNESIEN.

## COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNNEES of cargo from LONDON or a.s. *Dordogne* from Havre or a.s. *Medoc*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after MONDAY, the 12th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me or before the 12th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 12th August, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, August 5, 1907. 1286

NOTICE TO CONSIGNEES.

## DEGRADING THE KING'S UNIFORM.

Quite recently Viscount Turnour asked the War Secretary in the House of Commons whether, despite the order now in force, he was aware that objectionable performances were being given in certain music-halls which were calculated to bring the King's uniform into ridicule, and whether it was proposed to take any action in the matter. Mr. Haldane disclaimed all knowledge of such exhibitions; and the names of the reported offenders were not disclosed for the reason, as he quizzingly pointed out, that more mischief would be done by taking proceedings publicly than good be gained. This is all very well, but if the gentleman who made merry with the soldier's uniform in this truculent fashion knew that public proceedings will not be taken against them for reasons that are not tenable, they will simply regard the prohibition as a dead letter, and will flout it with impunity. Why should not the machinery of the law be publicly put in force against them as it is in the case of all other offenders? Instead of doing harm it would be a public warning to all such contemners of the King's garb, that the majesty of the law is still powerful to protect the soldier from contumely and insult. Not only should such offenders be punished with the fullest penalties, but the leases of their establishments should be cancelled. This would quickly bring people of this class to their knees, says the "United Service Gazette."

## To-day's Advertisements

## IN THE SUPREME COURT OF HONGKONG.

## PROBATE JURISDICTION.

In the Goods of ALEXANDER TILLET, late of the Thatched House Club, St. James Street, in the County of Middlesex, England, Matria Superintendent, deceased.

NOTICE IS HEREBY GIVEN that the Honourable the Chief Justice has in virtue of Section 58 of Ordinance No. 2 of 1897, made the Royal Order Limiting to the 1st day of August, 1907, as the time for the action to be brought in their Claims against the Estate of the above deceased, which died on the 11th day of February, 1907, at Victoria, in the Colony of Hongkong, and Probate of whose Will and two Codicils have been resealed in the Supreme Court of Hongkong, in its Probate jurisdiction on the 10th day of July, 1907, by Councillor WILLIAM MAY, Chief Accountant of the Hongkong and Shanghai Banking Corporation at Hongkong, acting for and on behalf of DAVID MANN, Esq., Councillor of the Syndic appointed by the Law Guarantee and Trust Society, Limited, one of the Executors of the Will of the said Deceased.

NOTICE is also given that all such Oisms are to be sent in writing to the Undersigned prior to the said 1st day of August, 1907, or no Notice will be taken of them.

All persons indebted to the above Estate are requested to make immediate payment to the Undersigned.

Dated the 23rd day of July, 1907.

JOHNSON, STOKES & MASTER,

Advocates for the said Executors,

8, Des Vaux Road Central,

Hongkong.

1293

WANTED.

BY an Educated Young Woman with good references, POSITION AS (1) OFFICER IN THE ARMY, (2) SECRETARY TO A FIRM, (3) ASSISTANT TO A CHIEF EXECUTIVE, (4) ASSISTANT TO A CHIEF EXECUTIVE, (5) ASSISTANT TO A CHIEF EXECUTIVE, (6) ASSISTANT TO A CHIEF EXECUTIVE, (7) ASSISTANT TO A CHIEF EXECUTIVE, (8) ASSISTANT TO A CHIEF EXECUTIVE, (9) ASSISTANT TO A CHIEF EXECUTIVE, (10) ASSISTANT TO A CHIEF EXECUTIVE, (11) ASSISTANT TO A CHIEF EXECUTIVE, (12) ASSISTANT TO A CHIEF EXECUTIVE, (13) ASSISTANT TO A CHIEF EXECUTIVE, (14) ASSISTANT TO A CHIEF EXECUTIVE, (15) ASSISTANT TO A CHIEF EXECUTIVE, (16) ASSISTANT TO A CHIEF EXECUTIVE, (17) ASSISTANT TO A CHIEF EXECUTIVE, (18) ASSISTANT TO A CHIEF EXECUTIVE, (19) ASSISTANT TO A CHIEF EXECUTIVE, (20) ASSISTANT TO A CHIEF EXECUTIVE, (21) ASSISTANT TO A CHIEF EXECUTIVE, (22) ASSISTANT TO A CHIEF EXECUTIVE, (23) ASSISTANT TO A CHIEF EXECUTIVE, (24) ASSISTANT TO A CHIEF EXECUTIVE, (25) ASSISTANT TO A CHIEF EXECUTIVE, (26) ASSISTANT TO A CHIEF EXECUTIVE, (27) ASSISTANT TO A CHIEF EXECUTIVE, (28) ASSISTANT TO A CHIEF EXECUTIVE, (29) ASSISTANT TO A CHIEF EXECUTIVE, (30) ASSISTANT TO A CHIEF EXECUTIVE, (31) ASSISTANT TO A CHIEF EXECUTIVE, (32) ASSISTANT TO A CHIEF EXECUTIVE, (33) ASSISTANT TO A CHIEF EXECUTIVE, (34) ASSISTANT TO A CHIEF EXECUTIVE, (35) ASSISTANT TO A CHIEF EXECUTIVE, (36) ASSISTANT TO A CHIEF EXECUTIVE, (37) ASSISTANT TO A CHIEF EXECUTIVE, (38) ASSISTANT TO A CHIEF EXECUTIVE, (39) ASSISTANT TO A CHIEF EXECUTIVE, (40) ASSISTANT TO A CHIEF EXECUTIVE, (41) ASSISTANT TO A CHIEF EXECUTIVE, (42) ASSISTANT TO A CHIEF EXECUTIVE, (43) ASSISTANT TO A CHIEF EXECUTIVE, (44) ASSISTANT TO A CHIEF EXECUTIVE, (45) ASSISTANT TO A CHIEF EXECUTIVE, (46) ASSISTANT TO A CHIEF EXECUTIVE, (47) ASSISTANT TO A CHIEF EXECUTIVE, (48) ASSISTANT TO A CHIEF EXECUTIVE, (49) ASSISTANT TO A CHIEF EXECUTIVE, (50) ASSISTANT TO A CHIEF EXECUTIVE, (51) ASSISTANT TO A CHIEF EXECUTIVE, (52) ASSISTANT TO A CHIEF EXECUTIVE, (53) ASSISTANT TO A CHIEF EXECUTIVE, (54) ASSISTANT TO A CHIEF EXECUTIVE, (55) ASSISTANT TO A CHIEF EXECUTIVE, (56) ASSISTANT TO A CHIEF EXECUTIVE, (57) ASSISTANT TO A CHIEF EXECUTIVE, (58) ASSISTANT TO A CHIEF EXECUTIVE, (59) ASSISTANT TO A CHIEF EXECUTIVE, (60) ASSISTANT TO A CHIEF EXECUTIVE, (61) ASSISTANT TO A CHIEF EXECUTIVE, (62) ASSISTANT TO A CHIEF EXECUTIVE, (63) ASSISTANT TO A CHIEF EXECUTIVE, (64) ASSISTANT TO A CHIEF EXECUTIVE, (65) ASSISTANT TO A CHIEF EXECUTIVE, (66) ASSISTANT TO A CHIEF EXECUTIVE, (67) ASSISTANT TO A CHIEF EXECUTIVE, (68) ASSISTANT TO A CHIEF EXECUTIVE, (69) ASSISTANT TO A CHIEF EXECUTIVE, (70) ASSISTANT TO A CHIEF EXECUTIVE, (71) ASSISTANT TO A CHIEF EXECUTIVE, (72) ASSISTANT TO A CHIEF EXECUTIVE, (73) ASSISTANT TO A CHIEF EXECUTIVE, (74) ASSISTANT TO A CHIEF EXECUTIVE, (75) ASSISTANT TO A CHIEF EXECUTIVE, (76) ASSISTANT TO A CHIEF EXECUTIVE, (77) ASSISTANT TO A CHIEF EXECUTIVE, (78) ASSISTANT TO A CHIEF EXECUTIVE, (79) ASSISTANT TO A CHIEF EXECUTIVE, (80) ASSISTANT TO A CHIEF EXECUTIVE, (81) ASSISTANT TO A CHIEF EXECUTIVE, (82) ASSISTANT TO A CHIEF EXECUTIVE, (83) ASSISTANT TO A CHIEF EXECUTIVE, (84) ASSISTANT TO A CHIEF EXECUTIVE, (85) ASSISTANT TO A CHIEF EXECUTIVE, (86) ASSISTANT TO A CHIEF EXECUTIVE, (87) ASSISTANT TO A CHIEF EXECUTIVE, (88) ASSISTANT TO A CHIEF EXECUTIVE, (89) ASSISTANT TO A CHIEF EXECUTIVE, (90) ASSISTANT TO A CHIEF EXECUTIVE, (91) ASSISTANT TO A CHIEF EXECUTIVE, (92) ASSISTANT TO A CHIEF EXECUTIVE, (93) ASSISTANT TO A CHIEF EXECUTIVE, (94) ASSISTANT TO A CHIEF EXECUTIVE, (95) ASSISTANT TO A CHIEF EXECUTIVE, (96) ASSISTANT TO A CHIEF EXECUTIVE, (97) ASSISTANT TO A CHIEF EXECUTIVE, (98) ASSISTANT TO A CHIEF EXECUTIVE, (99) ASSISTANT TO A CHIEF EXECUTIVE, (100) ASSISTANT TO A CHIEF EXECUTIVE, (101) ASSISTANT TO A CHIEF EXECUTIVE, (102) ASSISTANT TO A CHIEF EXECUTIVE, (103) ASSISTANT TO A CHIEF EXECUTIVE, (104) ASSISTANT TO A CHIEF EXECUTIVE, (105) ASSISTANT TO A CHIEF EXECUTIVE, (106) ASSISTANT TO A CHIEF EXECUTIVE, (107) ASSISTANT TO A CHIEF EXECUTIVE, (108) ASSISTANT TO A CHIEF EXECUTIVE, (109) ASSISTANT TO A CHIEF EXECUTIVE, (110) ASSISTANT TO A CHIEF EXECUTIVE, (111) ASSISTANT TO A CHIEF EXECUTIVE, (112) ASSISTANT TO A CHIEF EXECUTIVE, (113) ASSISTANT TO A CHIEF EXECUTIVE, (114) ASSISTANT TO A CHIEF EXECUTIVE, (115) ASSISTANT TO A CHIEF EXECUTIVE, (116) ASSISTANT TO A CHIEF EXECUTIVE, (117) ASSISTANT TO A CHIEF EXECUTIVE, (118) ASSISTANT TO A CHIEF EXECUTIVE, (119) ASSISTANT TO A CHIEF EXECUTIVE, (120) ASSISTANT TO A CHIEF EXECUTIVE, (121) ASSISTANT TO A CHIEF EXECUTIVE, (122) ASSISTANT TO A CHIEF EXECUTIVE, (123) ASSISTANT TO A CHIEF EXECUTIVE, (124) ASSISTANT TO A CHIEF EXECUTIVE, (125) ASSISTANT TO A CHIEF EXECUTIVE, (126) ASSISTANT TO A CHIEF EXECUTIVE, (127) ASSISTANT TO A CHIEF EXECUTIVE, (128) ASSISTANT TO A CHIEF EXECUTIVE, (129) ASSISTANT TO A CHIEF EXECUTIVE, (130) ASSISTANT TO A CHIEF EXECUTIVE, (131) ASSISTANT TO A CHIEF EXECUTIVE, (132) ASSISTANT TO A CHIEF EXECUTIVE, (133) ASSISTANT TO A CHIEF EXECUTIVE, (134) ASSISTANT TO A CHIEF EXECUTIVE, (135) ASSISTANT TO A CHIEF EXECUTIVE, (136) ASSISTANT TO A CHIEF EXECUTIVE, (137) ASSISTANT TO A CHIEF EXECUTIVE, (138) ASSISTANT TO A CHIEF EXECUTIVE, (139) ASSISTANT TO A CHIEF EXECUTIVE, (140) ASSISTANT TO A CHIEF EXECUTIVE, (141) ASSISTANT TO A CHIEF EXECUTIVE, (142) ASSISTANT TO A CHIEF EXECUTIVE, (143) ASSISTANT TO A CHIEF EXECUTIVE, (144) ASSISTANT TO A CHIEF EXECUTIVE, (145) ASSISTANT TO A CHIEF EXECUTIVE, (146) ASSISTANT TO A CHIEF EXECUTIVE, (147) ASSISTANT TO A CHIEF EXECUTIVE, (148) ASSISTANT TO A CHIEF EXECUTIVE, (149) ASSISTANT TO A CHIEF EXECUTIVE, (150) ASSISTANT TO A CHIEF EXECUTIVE, (151) ASSISTANT TO A CHIEF EXECUTIVE, (152) ASSISTANT TO A CHIEF EXECUTIVE, (153) ASSISTANT TO A CHIEF EXECUTIVE, (154) ASSISTANT TO A CHIEF EXECUTIVE, (155) ASSISTANT TO A CHIEF EXECUTIVE, (156) ASSISTANT TO A CHIEF EXECUTIVE, (157) ASSISTANT TO A CHIEF EXECUTIVE, (158) ASSISTANT TO A CHIEF EXECUTIVE, (159) ASSISTANT TO A CHIEF EXECUTIVE, (160) ASSISTANT TO A CHIEF EXECUTIVE, (161) ASSISTANT TO A CHIEF EXECUTIVE, (162) ASSISTANT TO A CHIEF EXECUTIVE, (163) ASSISTANT TO A CHIEF EXECUTIVE, (164) ASSISTANT TO A CHIEF EXECUTIVE, (165) ASSISTANT TO A CHIEF EXECUTIVE, (166) ASSISTANT TO A CHIEF EXECUTIVE, (167) ASSISTANT TO A CHIEF EXECUTIVE, (168) ASSISTANT TO A CHIEF EXECUTIVE, (169) ASSISTANT TO A CHIEF EXECUTIVE, (170) ASSISTANT TO A CHIEF EXECUTIVE, (171) ASSISTANT TO A CHIEF EXECUTIVE, (172) ASSISTANT TO A CHIEF EXECUTIVE, (173) ASSISTANT TO A CHIEF EXECUTIVE, (174) ASSISTANT TO A CHIEF EXECUTIVE, (175) ASSISTANT TO A CHIEF EXECUTIVE, (176) ASSISTANT TO A CHIEF EXECUTIVE, (177) ASSISTANT TO A CHIEF EXECUTIVE, (178) ASSISTANT TO A CHIEF EXECUTIVE, (179) ASSISTANT TO A CHIEF EXECUTIVE, (180) ASSISTANT TO A CHIEF EXECUTIVE, (181) ASSISTANT TO A CHIEF EXECUTIVE, (182) ASSISTANT TO A CHIEF EXECUTIVE, (183) ASSISTANT TO A CHIEF EXECUTIVE, (184) ASSISTANT TO A CHIEF EXECUTIVE, (185) ASSISTANT TO A CHIEF EXECUTIVE, (186) ASSISTANT TO A CHIEF EXECUTIVE, (187) ASSISTANT TO A CHIEF EXECUTIVE, (188) ASSISTANT TO A CHIEF EXECUTIVE, (189) ASSISTANT TO A CHIEF EXECUTIVE, (190) ASSISTANT TO A CHIEF EXECUTIVE, (191) ASSISTANT TO A CHIEF EXECUTIVE, (192) ASSISTANT TO A CHIEF EXECUTIVE, (193) ASSISTANT TO A CHIEF EXECUTIVE, (194) ASSISTANT TO A CHIEF EXECUTIVE, (195) ASSISTANT TO A CHIEF EXECUTIVE, (196) ASSISTANT TO A CHIEF EXECUTIVE, (197) ASSISTANT TO A CHIEF EXECUTIVE, (198) ASSISTANT TO A CHIEF EXECUTIVE, (199) ASSISTANT TO A CHIEF EXECUTIVE, (200) ASSISTANT TO A CHIEF EXECUTIVE, (201) ASSISTANT TO A CHIEF EXECUTIVE, (202) ASSISTANT TO A CHIEF EXECUTIVE, (203) ASSISTANT TO A CHIEF EXECUTIVE, (204) ASSISTANT TO A CHIEF EXECUTIVE, (205) ASSISTANT TO A CHIEF EXECUTIVE, (206) ASSISTANT TO A CHIEF EXECUTIVE, (207) ASSISTANT TO A CHIEF EXECUTIVE, (208) ASSISTANT TO A CHIEF EXECUTIVE, (209) ASSISTANT TO A CHIEF EXECUTIVE, (210) ASSISTANT TO A CHIEF EXECUTIVE, (211) ASSISTANT TO A CHIEF EXECUTIVE, (212) ASSISTANT TO A CHIEF EXECUTIVE, (213) ASSISTANT TO A CHIEF EXECUTIVE, (214) ASSISTANT TO A CHIEF EXECUTIVE, (215) ASSISTANT TO A CHIEF EXECUTIVE, (216) ASSISTANT TO A CHIEF EXECUTIVE, (217) ASSISTANT TO A CHIEF EXECUTIVE, (218) ASSISTANT TO A CHIEF EXECUTIVE, (219) ASSISTANT TO A CHIEF EXECUTIVE, (220) ASSISTANT TO A CHIEF EXECUTIVE, (221) ASSISTANT TO A CHIEF EXECUTIVE, (222) ASSISTANT TO A CHIEF EXECUTIVE, (223) ASSISTANT TO A CHIEF EXECUTIVE, (224) ASSISTANT TO A CHIEF EXECUTIVE, (225) ASSISTANT TO A CHIEF EXECUTIVE, (226) ASSISTANT TO A CHIEF EXECUTIVE, (227) ASSISTANT TO A CHIEF EXECUTIVE, (228) ASSISTANT TO A CHIEF EXECUTIVE, (229) ASSISTANT TO A CHIEF EXECUTIVE, (230) ASSISTANT TO A CHIEF EXECUTIVE, (231) ASSISTANT TO A CHIEF EXECUTIVE, (232) ASSISTANT TO A CHIEF EXECUTIVE, (233) ASSISTANT TO A CHIEF EXECUTIVE, (234) ASSISTANT TO A CHIEF EXECUTIVE, (235) ASSISTANT TO A CHIEF EXECUTIVE, (236) ASSISTANT TO A CHIEF EXECUTIVE, (237) ASSISTANT TO A CHIEF EXECUTIVE, (238) ASSISTANT TO A CHIEF EXECUTIVE, (239) ASSISTANT TO A CHIEF EXECUTIVE, (240) ASSISTANT TO A CHIEF EXECUTIVE, (241) ASSISTANT TO A CHIEF EXECUTIVE, (242) ASSISTANT TO A CHIEF EXECUTIVE, (243) ASSISTANT TO A CHIEF EXECUTIVE, (244) ASSISTANT TO A CHIEF EXECUTIVE, (245) ASSISTANT TO A CHIEF EXECUTIVE, (246) ASSISTANT TO A CHIEF EXECUTIVE, (247) ASSISTANT TO A CHIEF EXECUTIVE, (248) ASSISTANT TO A CHIEF EXECUTIVE, (249) ASSISTANT TO A CHIEF EXECUTIVE, (250) ASSISTANT TO A CHIEF EXECUTIVE, (251) ASSISTANT TO A CHIEF EXECUTIVE, (252) ASSISTANT TO A CHIEF EXECUTIVE, (253) ASSISTANT TO A CHIEF EXECUTIVE, (254) ASSISTANT TO A CHIEF EXECUTIVE, (255) ASSISTANT TO A CHIEF EXECUTIVE, (256) ASSISTANT TO A CHIEF EXECUTIVE, (257) ASSISTANT TO A CHIEF EXECUTIVE, (258) ASSISTANT TO A CHIEF EXECUTIVE, (259) ASSISTANT TO A CHIEF EXECUTIVE, (260) ASSISTANT TO A CHIEF EXECUTIVE, (261) ASSISTANT TO A CHIEF EXECUTIVE, (262) ASSISTANT TO A CHIEF EXECUTIVE, (263) ASSISTANT TO A CHIEF EXECUTIVE, (264) ASSISTANT TO A CHIEF EXECUTIVE, (265) ASSISTANT TO A CHIEF EXECUTIVE, (266) ASSISTANT TO A CHIEF EXECUTIVE, (267) ASSISTANT TO A CHIEF EXECUTIVE, (268) ASSISTANT TO A CHIEF EXECUTIVE, (269) ASSISTANT TO A CHIEF EXECUTIVE, (270) ASSISTANT TO A CHIEF EXECUTIVE, (271) ASSISTANT TO A CHIEF EXECUTIVE, (272) ASSISTANT TO A CHIEF EXECUTIVE, (273) ASSISTANT TO A CHIEF EXECUTIVE, (274) ASSISTANT TO A CHIEF EXECUTIVE, (275) ASSISTANT TO A CHIEF EXECUTIVE, (276) ASSISTANT TO A CHIEF EXECUTIVE, (277) ASSISTANT TO A CHIEF EXECUTIVE, (278) ASSISTANT TO A CHIEF EXECUTIVE, (279) ASSISTANT TO A CHIEF EXECUTIVE, (280) ASSISTANT TO A CHIEF EXECUTIVE, (281) ASSISTANT TO A CHIEF EXECUTIVE, (282) ASSISTANT TO A CHIEF EXECUTIVE, (283) ASSISTANT TO A CHIEF EXECUTIVE, (284) ASSISTANT TO A CHIEF EXECUTIVE, (285) ASSISTANT TO A CHIEF EXECUTIVE, (286) ASSISTANT TO A CHIEF EXECUTIVE, (287) ASSISTANT TO A CHIEF EXECUTIVE, (288) ASSISTANT TO A CHIEF EXECUTIVE, (289) ASSISTANT TO A CHIEF EXECUTIVE, (290) ASSISTANT TO A CHIEF EXECUTIVE, (291) ASSISTANT TO A CHIEF EXECUTIVE, (292) ASSISTANT TO A CHIEF EXECUTIVE, (293) ASSISTANT TO A CHIEF EXECUTIVE, (294) ASSISTANT TO A CHIEF EXECUTIVE, (295) ASSISTANT TO A CHIEF EXECUTIVE, (296) ASSISTANT TO A CHIEF EXECUTIVE, (297) ASSISTANT TO A CHIEF EXECUTIVE, (298) ASSISTANT TO A CHIEF EXECUTIVE, (299) ASSISTANT TO A CHIEF EXECUTIVE, (300) ASSISTANT TO A CHIEF EXECUTIVE, (301) ASSISTANT TO A CHIEF EXECUTIVE, (302) ASSISTANT TO A CHIEF EXECUTIVE, (303) ASSISTANT TO A CHIEF EXECUTIVE, (304) ASSISTANT TO A CHIEF EXECUTIVE, (305) ASSISTANT TO A CHIEF EXECUTIVE, (306) ASSISTANT TO A CHIEF EXECUTIVE, (307) ASSISTANT TO A CHIEF EXECUTIVE, (308) ASSISTANT TO A CHIEF EXECUTIVE, (309) ASSISTANT TO A CHIEF EXECUTIVE, (310) ASSISTANT TO A CHIEF EXECUTIVE, (311) ASSISTANT TO A CHIEF EXECUTIVE, (312) ASSISTANT TO A CHIEF EXECUTIVE, (313) ASSISTANT TO A CHIEF EXECUTIVE, (314) ASSISTANT TO A CHIEF EXECUTIVE, (315) ASSISTANT TO A CHIEF EXECUTIVE, (316) ASSISTANT TO A CHIEF EXECUTIVE, (317) ASSISTANT TO A CHIEF EXECUTIVE, (318) ASSISTANT TO A CHIEF EXECUTIVE, (319) ASSISTANT TO A CHIEF EXECUTIVE, (320) ASSISTANT TO A CHIEF EXECUTIVE, (321) ASSISTANT TO A CHIEF EXECUTIVE, (322) ASSISTANT TO A CHIEF EXECUTIVE, (323) ASSISTANT TO A CHIEF EXECUTIVE, (324) ASSISTANT TO A CHIEF EXECUTIVE, (325) ASSISTANT TO A CHIEF EXECUTIVE, (326) ASSISTANT TO A CHIEF EXECUTIVE, (327) ASSISTANT TO A CHIEF EXECUTIVE, (328) ASSISTANT TO A CHIEF EXECUTIVE, (329) ASSISTANT TO A CHIEF EXECUTIVE, (330) ASSISTANT TO A CHIEF EXECUTIVE, (331) ASSISTANT TO A CHIEF EXECUTIVE, (332) ASSISTANT TO A CHIEF EXECUTIVE, (333) ASSISTANT TO A CHIEF EXECUTIVE, (334) ASSISTANT TO A CHIEF EXECUTIVE, (335) ASSISTANT TO A CHIEF EXECUTIVE, (336) ASSISTANT TO A CHIEF EXECUTIVE, (337) ASSISTANT TO A CHIEF EXECUTIVE, (338) ASSISTANT TO A CHIEF EXECUTIVE, (339) ASSISTANT TO A CHIEF EXECUTIVE, (340) ASSISTANT TO A CHIEF EXECUTIVE, (341) ASSISTANT TO A CHIEF EXECUTIVE, (342) ASSISTANT TO A CHIEF EXECUTIVE, (343) ASSISTANT TO A CHIEF EXECUTIVE, (344) ASSISTANT TO A CHIEF EXECUTIVE, (345) ASSISTANT TO A CHIEF EXECUTIVE, (346) ASSISTANT TO A CHIEF EXECUTIVE, (347) ASSISTANT TO A CHIEF EXECUTIVE, (348) ASSISTANT TO A CHIEF EXECUTIVE, (349) ASSISTANT TO A CHIEF EXECUTIVE, (350) ASSISTANT TO A CHIEF EXECUTIVE, (351) ASSISTANT TO A CHIEF EXECUTIVE, (352) ASSISTANT TO A CHIEF EXECUTIVE, (353) ASSISTANT TO A CHIEF EXECUTIVE, (354) ASSISTANT TO A CHIEF EXECUTIVE, (355) ASSISTANT TO A CHIEF EXECUTIVE, (356) ASSISTANT TO A CHIEF EXECUTIVE, (357) ASSISTANT TO A CHIEF EXECUTIVE, (358) ASSISTANT TO A CHIEF EXECUTIVE, (359) ASSISTANT TO A CHIEF EXECUTIVE, (360) ASSISTANT TO A CHIEF EXECUTIVE, (361) ASSISTANT TO A CHIEF EXECUTIVE, (362) ASSISTANT TO A CHIEF EXECUTIVE, (363) ASSISTANT TO A CHIEF EXECUTIVE, (364) ASSISTANT TO A CHIEF EXECUTIVE, (365) ASSISTANT TO A CHIEF EXECUTIVE, (366) ASSISTANT TO A CHIEF EXECUTIVE, (367) ASSISTANT TO A CHIEF EXECUTIVE, (368) ASSISTANT TO A CHIEF EXECUTIVE, (369) ASSISTANT TO A CHIEF EXECUTIVE, (370) ASSISTANT TO A CHIEF EXECUTIVE, (371) ASSISTANT TO A CHIEF EXECUTIVE, (372) ASSISTANT TO A CHIEF EXECUTIVE, (373) ASSISTANT TO A CHIEF EXECUTIVE, (374) ASSISTANT TO A CHIEF EXECUTIVE, (375) ASSISTANT TO A CHIEF EXECUTIVE, (376) ASSISTANT TO A CHIEF EXECUTIVE, (377) ASSISTANT TO A CHIEF EXECUTIVE, (378) ASSISTANT TO A CHIEF EXECUTIVE, (379) ASSISTANT TO A CHIEF EXECUTIVE, (380) ASSISTANT TO A CHIEF EXECUTIVE, (381) ASSISTANT TO A CHIEF EXECUTIVE, (382) ASSISTANT TO A CHIEF EXECUTIVE, (383) ASSISTANT TO A CHIEF EXECUTIVE, (384)